

CIP Project Suggestions, by District Council

District Council Ballard

Project Title

Ballard Transition Resource Center

Project Location

Ballard (I have heard that the Rudd Paint Building on Leary is for sale, and would perhaps be a good remodel site for this project.)

Project Description

A Ballard Transition Resource Center would be a support/meeting/transitional,living place to help the homeless transition out of homelessness. (Perhaps an older building in the area, needing refurbishment and able to hold and sustain 50 people, or more.) The Ballard Transition Resource Center would include a 50 bed overnight shelter, a health center, a commons (inside and out), community agency offices with accessible computer room to all, a kitchen, restrooms with showers and lockers, a laundry, and an art therapy studio. This structure would be a redeveolpment of a "Green" locally recycled model, naturally ventilated, ficiency showing the rest of the community it's use of solar power arrays, a green roof, a rain water catchments system, fueling station for electric vehicles, parking for car pooling and bike lockups,a passive-solar-hot-water system,native landscaping and water and day light harvesting capabilities.

Project Justification

There are no existing facilities, for the approximately fifty or more, homeless persons present per night in and around Ballard, that would be served, along with many others using the community agencies, restrooms, laundry, art and computer rooms, daily. Many people are trying to survive in the elements, and in their cars, campers, and trucks in Ballard. (some,along the 14 Ave. N.W. corridor) To make our community more helpful and resourceful to the homeless, would be most humanitarian and futuristic. Helping our homeless to be viable future citizens can only be beneficial to all of us with these citizens in turn, helping Ballard. Homeless people already know how to cope, in the most dismal of settings, and could perhaps help us learn how to cope in the coming times.

Reviewing Department DON

Dept Recommendations

Still under department review.

District Council Ballard

Project Title

Burke-Gilman Trail (11th Ave NW - 17th Ave NW)

Project Location

NW 45th St from 11th Ave NW to 17th Ave NW

Project Description

This would complete the first phase of the so-called "missing link" of the Burke-Gilman Trail through Ballard. This project includes improvements that would benefit not only bicyclists, but also pedestrians and automobile and freight traffic. Specifically, drainage along the road would need to be significantly upgraded. The project would result in improved safety for bicyclists and pedestrians using the trail, as well as improved non-motorized access to the Ballard urban village. Estimated cost for this segment of the trail is \$7 million.

Project Justification

The Burke-Gilman Trail is one of the most heavily used bicycling facilities in Seattle. Completion of the trail is supported in the Ballard neighborhood plan. Design for the "missing link" has been completed and the alternative green route through Ballard was adopted by city council after numerous public hearings. Completion of the trail through Ballard would provide additional non-motorized facilities through rapidly growing downtown Ballard.

Reviewing Department SDOT

Dept Recommendations

The 11th to 17th Ave NW segment of the Burke Gilman Trail is beginning its design phase in 2nd quarter 2006. We are in the planning stage of the project at this time (April 2006) and are in the process of working with the Washington State Department of Transportation to set up the grant agreement for design phase funding.

District Council Ballard

Project Title

Burke-Gilman Trail (60th to Golden Gardens)

Project Location

Beginning just north of the three-way intersection of Seaview Ave NW, 37th Place NW, and 38th Ave NW until Seaview Place NW near the entrance to Golden Gardens park.

Project Description

An extension of the Burke Gilman Trail from just north of the three-way intersection of Seaview Ave NW, 37th Place NW, and 38th Ave NW. This section of the trail is partially funded but due to geotechnical complications, the project needs additional funding on the order of \$3,000,000 is needed in order for this segment of the trail to be completed. The trail will continue along the east side of the railroad tracks (Ballard Terminal Railroad spur line) for approximately 1000 feet. This section of the trail will act as a Burlington Northern access road up to approximately NW 64th Street. The access roadway/trail (shared use) will be 20' wide asphalt pavement. There will be a retaining wall on the west side approximately six feet high with a curb and railing separating the trail from the wall. A six foot high chain link fence will be installed along the east side. From the end of the shared use section, the trail width will reduce to 13' wide. From this point to approximately NW 67th Street retaining walls will be installed to support the trail. The trail will then cross the railroad tracks at grade and descend the hillside towards Seaview Avenue NW. The trail will continue along the east side of Seaview Ave NW until it reaches Seaview Place NW near the entrance to Golden Gardens Park.

Project Justification

The Burke-Gilman Trail is one of the most heavily used bicycling facilities in Seattle. Completion of the trail is support in the Ballard neighborhood plan. Completion of the trail would provide a continuous bicycle and pedestrian facility from Puget Sound at Golden Gardens all the way to the Cascade foothills. This project is designed and ready for completion. The only barrier is additional funding is needed.

Reviewing Department SDOT

Dept Recommendations

The NW 60th to Golden Gardens segment of the trail is currently in design. We are working to secure funding for the construction phase.

District Council Ballard

Project Title

Completion of the Burke Gilman Trail

Project Location

Ballard Rail corridor

Project Description

Completion of the Burke Gilman Trail in Ballard, as directed by the Executive, and City Council resolution #30583, April, 2003, and as promulgated in Seattle's Comprehensive Plan and Transportation Comprehensive Plan. The project can be divided up into sections: 1) Construction of a separated trail 11th NW to 17th NW. in the NW 45th street right of way, 2) Paving of a shoulder on south side of Shilshole Ave. NW from 17th NW to NW Vernon Place for bicycles, along with bicycle lane striping the north side Shilshole Ave. in same section, 3) Construction of a separated trail, working in conjunction with new private development along Shilshole Ave. NW, between Vernon Place and 24th NW, and addition of a crosswalk on Shilshole Ave. at Vernon Place and crosswalk across 24th NW just north of the trail right of way, 4) Sidewalk improvements, and interim trail construction on Market Street from 24th NW to rail corridor at 28th NW. 5) Construction of new trail along rail corridor between current terminus at Locks to 28th NW., 6) Construction of new trail from NW 60th to Golden Gardens.

Project Justification

Trail construction and infrastructure improvements to promote 'active transportation' are essential to improve and enhance our multi-modal transportation system. Our elected officials, residents of Ballard (through the Neighborhood Planning process), and the citizens of Seattle have all indicated that completion of the Burke-Gilman Trail is a high priority for them. Roadway conditions in this area are poor, rendering them unsafe for bicyclists and pedestrians. Sidewalks are in poor condition, absent, or

partially/completely obstructed by adjacent business activity and parked vehicles. Due to Hub Urban Village status, and planned increased residential density, thousands of new residents will need adequate transportation facilities to allow them to use active transportation (walking, bicycling, skating) to get to work, to places to shop, and for recreation. Access to Ballard's waterfront is highly fragmented. Creating active transportation facilities will improve safe access to multiple locations for local residents, without needing vehicles.

Global warming threatens our very ecosystem, and the City has made a strong commitment to reduce greenhouse gas emissions; constructing active transportation facilities (trails, multi-use paths, sidewalks, bicycle lanes) encourages and leads to less vehicle use.

Reviewing Department SDOT

Dept Recommendations

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District Council Ballard

Project Title

Burke Gilman Trail 60th to Golden Gardens

Project Location

Project Description

The Burke Gilman Trail is the crown jewel of Seattle's regional trail system. Construction of the trail from 60th to Golden Gardens would link bicyclists and pedestrians from the locks to the beaches of Shilshoe Bay.

Project Justification

Thousands of citizens ride and walk along the Burke Gilman Trail every year. The trail is not only a transportation link for many neighborhoods but also a key recreational and tourist attraction. It is important to complete the trail.

Reviewing Department SDOT

Dept Recommendations

The NW 60th to Golden Gardens segment of the trail is currently in design. We are working to secure funding for the construction phase.

District Council Ballard and Lake Union

Project Title

Burke-Gilman Trail Extensions

Project Location

Burke-Gilman Trail, Ballard; Lake Union

Project Description

The Burke-Gilman trail makes Seattle one of the nation's most pedestrian-, and bicycle-friendly cities. It is both a commuter route and recreational facility. Unfortunately, its abrupt end at 11th Ave NW does not allow people to bike or walk safely to destinations like the Ballard Locks, Market street and Fremont retail, Golden Gardens, the Troll and other tourist attractions. Our current system discourages movement between neighborhoods and isolates Ballard. I propose a clearly signed sidewalk and separate off-the-street bicycle trail that will close the "missing link" in the Burke-Gilman trail. I know this issue is under discussion, but it is time for us to properly extend the trail. I also propose connecting the Burke-Gilman trail with a proper, uninterrupted pedestrian sidewalk and separate off-street bike trail that goes all the way around Lake Union. There is no bike trail on the east or south side of Lake Union and the current path on the west side is not functional. It is not marked as a pedestrian-bicycle route and encourages walking and bicycling through the parking lots. A completed Burke-Gilman trail connected to a safe and well-designed Lake Union trail will truly show Seattle's commitment to getting Seattle moving. Chris Tachibana, Fremont resident and Seattle Pedestrian Advisory Board Member

Project Justification

Reviewing Department

SDOT

Dept Recommendations

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